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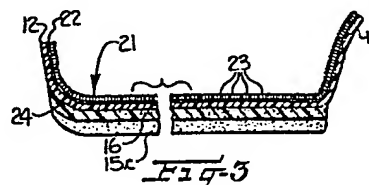
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54 Molded foam-backed carpet assembly and method of producing same.

57 The present invention provides a moulded carpet assembly 10 suitable for use in an automobile having foam backing only in localized preselected areas of the carpet assembly 10 to reduce weight, provide better fit and conformity while providing the desired padding, cushioning and sound deadening where most needed. The carpet assembly has a predetermined nonplanar three dimensional contoured configuration for conforming to the predetermined contours of the floor of said automobile; a mouldable thermoplastic polymer layer 24 covering the carpet backing 22 and imparting mouldability to the carpet 10 for maintaining said configuration; and at least one foam pad 15a,b,c carried by said thermoplastic polymer layer 24 and bonded thereto, said pad 15a,b,c extending over less than the entire surface of said thermoplastic polymer layer 24 and providing desired cushioning and sound and thermal insulation only in preselected areas of the carpet 10.

The invention also provides a method of producing a carpet assembly for use in an automobile which comprises applying a layer 24 of a mouldable thermoplastic polymer to the carpet backing 22 of a carpet 10, heating the carpet 10 to soften the thermoplastic layer 24 and moulding the carpet 10 into a predetermined nonplanar three dimensional contoured configuration; and forming in situ on the exposed surface of the thermoplastic layer 24 at least one foam pad

15a,b,c bonded to the thermoplastic layer 24 and covering selected areas only of the carpet 10.



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MOULDED FOAM-BACKED CARPET ASSEMBLY
AND METHOD OF PRODUCING SAME

This invention relates to a moulded carpet assembly suitable for use for example in automobiles, and to a method of producing such a carpet assembly.

5 The carpeting used to cover the floor areas of automobiles is conventionally moulded into a nonplanar three dimensional contoured configuration which conforms to the contours of the automobile floor so as to fit properly, for example, over the transmission hump on the floor of the automobile. In order to make the carpeting 10 mouldable and shape sustaining, it is conventionally provided with a backing or coating of a thermoplastic polymer composition. The thermoplastic polymer backing may contain substantial amounts of inorganic fillers to improve the sound deadening properties. Additionally, 15 automotive carpets are normally provided with padding on the rear surface for cushioning, sound deadening, and thermal insulation. The pads are commonly formed from relatively inexpensive fibres such as jute or recycled waste fibres, and they are precut into predetermined 20 desired shapes and bonded to the back-coated surface of the moulded carpet. Formerly, the padding was used over the entire rear surface of the carpet, as shown for example in Squier U.S. Patent 3,673,034. More recently, in an effort to reduce weight and cost and to achieve 25 better conformity to the irregular contours of the automobile interiors, the pads have been applied only in selected areas of the carpet where the cushioning, sound deadening and thermal insulation are most needed. Depending upon the particular automobile body style, the 30 moulded carpet may require one or several pads, often of varying thickness, at different locations on the back of the moulded carpet.

In the production of this type of moulded carpet assembly, a number of difficulties are encountered. The pads often vary in size and thickness, which results in nonuniformity of the resulting product. This construction
5 requires manual placement and assembly of the pads which, in addition to the labour costs involved, often results in variations in placement of the pads on the carpet backing, which further contributes to a nonuniform product and results in a poor fit when the carpet assembly is later
10 installed in the automobile. Difficulties are also encountered in obtaining good adherence between the fibre waste pads and the carpet backing. As a result, the pads may have a tendency to become detached during subsequent handling or installation.

15 It has also been proposed to employ a foam cushioning layer instead of fibre pads in mouldable automobile carpet structures. Mouldable composite carpet structures of this type are disclosed, for example, in U.S. Patents 4,016,318; 4,078,100; 4,186,230; 4,230,755; and German OS 29 24 197.
20 Typically, they contain both a foam layer and a mouldable thermoplastic polymer layer on the back of the carpet. The presence of the foam layer makes moulding of the carpet difficult, since the thermal insulating property of the foam interferes with the necessary heating and cooling
25 of the mouldable thermoplastic layer during the moulding operation. Also, excessive heating may damage the foam layer. In these constructions, the foam pad extends over the entire rear surface of the carpet assembly, and no provision is made for providing the pads in selected areas
30 only of the carpet or for variations in pad thickness, as is needed for many automotive body styles as noted earlier. The presence of the foam pad throughout the rear surface also restricts the shapes and contours which can be imparted to the carpet by moulding.

35 With the foregoing in mind, it is an object of the present invention to avoid or minimise one or more of the disadvantages associated with the existing known methods

of production of a moulded automotive carpet assembly.

5 In accordance with the present invention an improved
moulded carpet assembly has foam padding provided only
in localized preselected areas where needed. The present
invention provides, in particular, a moulded foam-backed
carpet assembly suitable for use in an automobile wherein
the foam backing on said carpet is present only in localized
preselected areas of the carpet assembly to reduce weight,
provide better fit and conformity while providing the
10 desired padding, cushioning and sound deadening where most
needed, said carpet assembly comprising a carpet having a
backing and pile yarns carried by the backing and extending
from one face thereof to form a pile surface, said carpet
having a predetermined nonplanar three dimensional contoured
15 configuration for conforming to the predetermined contours
of the floor of said automobile; a mouldable thermoplastic
polymer layer covering the opposite face of said carpet
backing and imparting mouldability to the carpet for
maintaining the carpet in said nonplanar three dimensional
20 contoured configuration; and at least one foam pad carried
by said thermoplastic polymer layer and bonded thereto,
said at least one pad extending over less than the entire
surface of said thermoplastic polymer layer and providing
desired cushioning and sound and thermal insulation only
25 in preselected areas of the carpet.

The carpet assembly of the invention avoids the
necessity of using precut fibre pads which must be
properly placed and secured to the carpet backing, and
instead provides foam pads which can be formed in situ
30 at desired locations on the back of the moulded carpet
assembly.

The moulded foam-backed automotive carpet assembly
of the present invention comprises a carpet having a
backing and pile yarns carried by the backing and
35 extending from one face thereof to form a pile surface,
said carpet having a predetermined nonplanar three
dimensional contoured configuration for conforming to the

predetermined contours of an automobile; a mouldable thermoplastic polymer layer covering the opposite face of the carpet backing and imparting mouldability to the carpet for maintaining the carpet in this non-planar
5 three dimensional contoured configuration; and at least one foam pad carried by the thermoplastic polymer layer and fusibly bonded thereto, this pad extending over less than the entire surface of the thermoplastic polymer layer and providing desired cushioning and sound and
10 thermal insulation only in preselected areas of the carpet.

The foam pads are preferably formed so that they vary in thickness in certain areas so as to further contribute to a good fit and conform to irregularities in the floor. In typical constructions, the carpet assembly may include
15 a plurality of pads at different areas on the carpet assembly, and these pads may differ in thickness and/or density in accordance with the requirements of the particular automobile body style.

In a further aspect the present invention provides
20 a method of producing a moulded foam-backed carpet assembly suitable for use in an automobile which method comprises applying a layer of a mouldable thermoplastic polymer to the carpet backing of a carpet having pile yarns extending from the opposite side of said backing, heating the carpet
25 to soften the thermoplastic layer and moulding the carpet into a predetermined nonplanar three dimensional contoured configuration; and forming in situ on the exposed surface of the thermoplastic layer at least one foam pad bonded to the thermoplastic layer and covering selected areas only
30 of the carpet and extending over less than the entire surface of the thermoplastic polymer layer.

Further preferred features and advantages of the invention will appear from the following detailed description given by way of example of some preferred
35 embodiments illustrated with reference to the accompanying drawings, in which:

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Figure 1 is a perspective view showing a moulded carpet assembly in accordance with the present invention;

Figure 2 is a perspective view showing the underside thereof;

5 Figure 3 is an enlarged cross-sectional view of the carpet assembly taken substantially along the line 3-3 of Figure 1;

10 Figure 4 is a block schematic diagram illustrating the process for producing the moulded carpet assembly in accordance with the present invention;

Figure 5 is a somewhat schematic exploded cross-sectional side view showing a mould assembly which may be used for forming foam pads in accordance with the invention;

15 Figure 6 is a side view of the mould assembly of Figure 5 in its closed position; and

Figure 7 is an enlarged cross-sectional side view of the mould assembly of Figure 6.

20 Figure 1 shows a carpet assembly 10 having a non-planar three dimensional moulded configuration adapted to fit in the front seat compartment of an automobile and includes a raised medial portion 11 adapted to conform to the transmission hump, generally vertically extending side portions 12 adapted to fit beneath the door opening, and a front portion 13 adapted to fit along the inclined floor-board and vertical firewall areas of the automobile. Various openings or cut-outs are provided, as indicated at 14, to receive air conditioning equipment, the steering column, pedals and the like. It is to be understood that
25 the particular three dimensional configuration illustrated is merely for purposes of illustration, and the actual configuration may vary quite significantly from that shown depending on the automobile body style.

30 The underside of the carpet assembly 10 is shown in Figure 2. As illustrated, foam pads 15a, 15b, 15c extend over selected portions of the carpet assembly. More specifically, it will be seen that the foam pads extend

over less than the entire rear surface of the carpet assembly and that the foam pads differ in thickness, not only from one pad to another but also vary in thickness within a given pad. In the embodiment illustrated, it
5 will be seen that pad 15a located in the vertically extending firewall area 13 is relatively thick to provide added thermal and sound insulation in this area. Pad 15b in the angular inclined footrest area is of intermediate thickness. The pads 15c in the horizontal floor area
10 have a thickness which tapers in the side portions 12 so as to fit snugly beneath the door moulding. Also the pads 15c are shown with a widthwise extending step thickness change in the form of a reduced thickness area indicated at 16, to conform to and receive a corresponding reinforcing
15 rib on the automobile floor-board and provide a smooth finished surface to the installed carpet assembly.

Figure 3 shows the carpet assembly in greater detail. As illustrated, it includes a carpet 21, which may suitably be of tufted, woven, knitted, or nonwoven construction in
20 accordance with known methods of carpet manufacture. The carpet 21 more specifically includes a backing 22 and pile yarns 23 which are secured to the backing 22 and extend therefrom to form a pile surface on the front of the carpet. The backing 22 is typically of a woven or nonwoven construction,
25 depending upon the particular type of carpet construction. The pile yarns may be of any suitable composition, typically polyester or nylon. In order to more securely adhere and lock the pile yarns 23 into the backing 22, the carpet may include a suitable binder coating (not shown), as is
30 conventional in the manufacture of tufted carpets.

On the rear surface of the carpet backing 22 there is provided a coating or layer 24 of a thermoplastic polymer composition. The thermoplastic polymer layer 24 is adhered firmly to the backing 22 and extends substantially
35 over the entire surface thereof. The thermoplastic polymer layer 24 serves several functions. A primary function is

to impart stiffness and mouldability to the carpet so that the carpet can be moulded into a desired three dimensional contoured configuration conforming to the contours of the floor of the automobile, and to impart shape-retentive characteristics to the moulded carpet so that it will maintain this three dimensional configuration during subsequent assembly and installation in the automobile and throughout its useful life. Another important function of the thermoplastic layer 24 is to impart sound deadening properties so as to thereby make the interior of the automobile more quiet. To this end, the thermoplastic composition may contain substantial proportions of filler materials such as calcium carbonate, gypsum, barium sulphate, etc. The filler content may, for example, be as high as about 80% by weight. Various polymers or copolymers may be suitably employed as the thermoplastic polymer such as, for example, polymers or copolymers of ethylene with ethylenically unsaturated monomers; blends of such polymers and copolymers with other processing aids or adjuvants such as processing oils, plasticizers and the like; polyolefin polymers such as polyethylene or polypropylene; polyvinyl chloride; styrene-butadiene mixed polymers and mixtures of these materials with other thermoplastic polymers. Specific examples of filled thermoplastic compositions designed for use as a sound deadening backing layer on automotive carpets are disclosed in U.S. Patents 4,191,798, 4,242,395, 4,379,190, and 4,403,007. The thermoplastic polymer layer 24 may be applied to the back of the carpet by suitable methods such as extrusion coating, calendering, or lamination, for example.

The foam pads 15a, 15b, 15c are bonded to the thermoplastic polymer layer 24 and provide desired cushioning properties, as well as thermal and sound insulation to the carpet assembly 10. The pads 15 are formed of a foam material, preferably a polyurethane foam. As explained more fully hereinafter, the polyurethane

foam pads are formed in situ on preselected areas of the backing. This results in the pads being permanently and fusibly bonded to the thermoplastic foam layer without the necessity of additional adhesives. Optionally, the
5 foam composition may be loaded with fillers, glass beads, fibres or the like in order to vary the weight and density properties of the foam for optimum acoustical and cushioning properties.

A preferred method of producing the moulded carpet
10 assembly 10 is illustrated schematically in Figure 4. As shown, the thermoplastic backing composition is applied to the back of the carpet in a suitable manner, indicated at 25, such as by extrusion coating or calendering. The thus coated carpet is then subjected to a moulding operation
15 where it is moulded into a desired predetermined configuration. Typically, the moulding operation includes heating a piece of the thermoplastic backed carpet to a temperature sufficiently high to soften the thermoplastic backing layer, as indicated at 26, and then placing the heated
20 carpet between a pair of cooperating mould dies and applying pressure to the heated carpet within the mould dies in order to form it into the desired three dimensional configuration, as indicated at 27. After the carpet has cooled sufficiently to retain its shape, the mould dies
25 are opened and the moulded carpet is removed from the moulds.

The thus moulded coated carpet is then subjected to a second moulding operation, indicated at 28, in which foam pads are formed in situ on preselected areas of the
30 thermoplastic polymer back coating.

Preferably, a mould is provided which has a three dimensional configuration generally similar to that of the first mould which was used to shape the carpet. However, this mould includes recessed areas or wells of a size and
35 depth which correspond to the foam pads to be formed. The foamable polyurethane composition is placed or injected in the wells, and the mould dies are brought together to

enclose the moulded carpet while the foamable composition foams, expands, and hardens to form foam pads in situ on preselected areas of the backing.

As illustrated more specifically in Figures 5 to 7, the apparatus for carrying out the foam pad moulding step includes a cooperating upper mould 51 and lower mould 52. The recessed areas or wells in the lower mould 52 are indicated at 53. The upper mould 51 is preferably provided with suction means 55 which serves to hold the moulded carpet in place on the upper mould until the mould halves are closed. A suitable amount of the foamable composition may be manually placed in the wells 53 prior to closing the mould halves. Alternatively, and as illustrated, injector nozzles, as indicated at 58 may be provided in association with each of the wells 53 for injecting a measured amount of the foamable composition into the well. In this instance, the mould halves may, be suitably closed prior to injection of the foamable composition.

The foamable composition expands to fill the wells 53 and hardens and cures to form resilient flexible foam pads of the desired shape and density fusibly bonded to the exposed thermoplastic backing layer. To facilitate release of the in situ moulded pads from the mould, the moulds may be coated with a suitable mould release composition prior to introduction of the foamable composition. Alternatively, a thin film may be draped over the mould and utilized as a release layer, with the film becoming bonded to the in situ formed pad.

By providing foamable compositions in different wells or in different areas of the same well it is possible to vary the density, flexibility, and other properties of the foam pad. The particular formulation of the foamable composition may be selected by those skilled in the art depending upon the particular physical properties (e.g., stiffness, resilience, hardness, density, sound deadening properties) desired in the final product. Two part

foamable polyurethane compositions have been suitably employed to form the form. For example, a suitable soft low density (3 to 5 pounds per cubic foot) polyurethane foam for use in this invention may be produced from a
5 mixture of about 60 per cent of a polyol and 30 per cent isocyanate (preferably all MDI but suitably a MDI/TDI blend), with about 10 per cent auxiliary chemicals such as fluorocarbons, water, catalysts, surfactants and
10 fillers (TDI stands for toluene diisocyanate and MDI is methylene diphenyl diisocyanate).

CLAIMS

1. A moulded foam-backed carpet assembly (10) suitable for use in an automobile wherein the foam backing on said carpet is present only in localized preselected areas of the carpet assembly (10) to reduce weight, provide better fit and conformity while providing the desired padding, cushioning and sound deadening where most needed, said carpet assembly comprising a carpet (10) having a backing (22) and pile yarns (23) carried by the backing (22) and extending from one face thereof to form a pile surface, said carpet (10) having a predetermined nonplanar three dimensional contoured configuration for conforming to the predetermined contours of the floor of said automobile; a mouldable thermoplastic polymer layer (24) covering the opposite face of said carpet backing (22) and imparting mouldability to the carpet (10) for maintaining the carpet (10) in said nonplanar three dimensional contoured configuration; and at least one foam pad (15a,b,c) carried by said thermoplastic polymer layer (24) and bonded thereto, said at least one pad (15a,b,c) extending over less than the entire surface of said thermoplastic polymer layer (24) and providing desired cushioning and sound and thermal insulation only in preselected areas of the carpet (10).
2. A carpet assembly according to Claim 1 wherein said at least one foam pad (15c) has different thickness at different locations within said preselected areas.
3. A carpet assembly according to Claim 2 wherein the variation in thickness of said at least one foam pad (15c) includes a step thickness change (16).
4. A carpet assembly according to any one of Claims 1 to 3 which includes a plurality of said foam pads (15a,b,c), and wherein at least one of the foam pads (15a) differs in thickness from the other foam pads (15b, 15c).

5. A carpet assembly according to any one of Claims 1 to 4 which includes a plurality of said foam pads (15a, b, c), and wherein at least one of the foam pads (15a, b, c) differs in density from the other foam pads (15a, b, c).
- 5 6. A carpet assembly according to any one of Claims 1 to 5 wherein said at least one foam pad (15a, b, c) is fusibly bonded to said thermoplastic polymer layer (24).
7. A carpet assembly according to any one of Claims 1 to 6 wherein said at least one foam pad (15a, b, c) is
10 substantially thicker than said thermoplastic polymer layer (24).
8. A carpet assembly according to any one of Claims 1 to 7 wherein said thermoplastic polymer layer (24) contains a filler material for imparting a high density and sound
15 deadening properties to said layer (24).
9. A method of producing a moulded foam-backed carpet assembly suitable for use in an automobile which method comprises applying a layer (24) of a mouldable thermoplastic polymer to the carpet backing (22) of a carpet (10) having
20 pile yarns (23) extending from the opposite side of said backing (22), heating the carpet (10) to soften the thermoplastic layer (24) and moulding the carpet (10) into a predetermined nonplanar three dimensional contoured configuration; and forming in situ on the exposed surface
25 of the thermoplastic layer (24) at least one foam pad (15a, b, c) bonded to the thermoplastic layer (24) and covering selected areas only of the carpet (10) and extending over less than the entire surface of the thermoplastic polymer layer (24).
- 30 10. A method according to Claim 9 wherein the step of forming in situ at least one foam pad (15a, b, c) comprises depositing a foamable polymer composition in a confined space (53) on the back (24) of the moulded carpet (10), said confined space (53) having predetermined dimensions
35 corresponding to the desired shape of the pad (15a, b, c) and allowing the composition to foam, expand and harden.

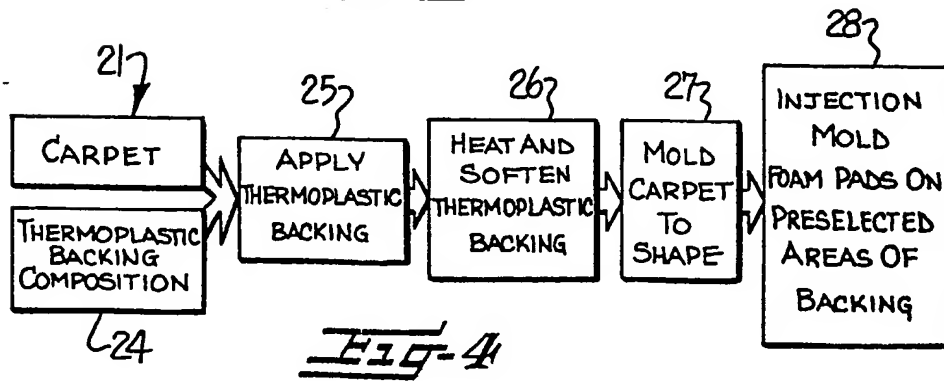
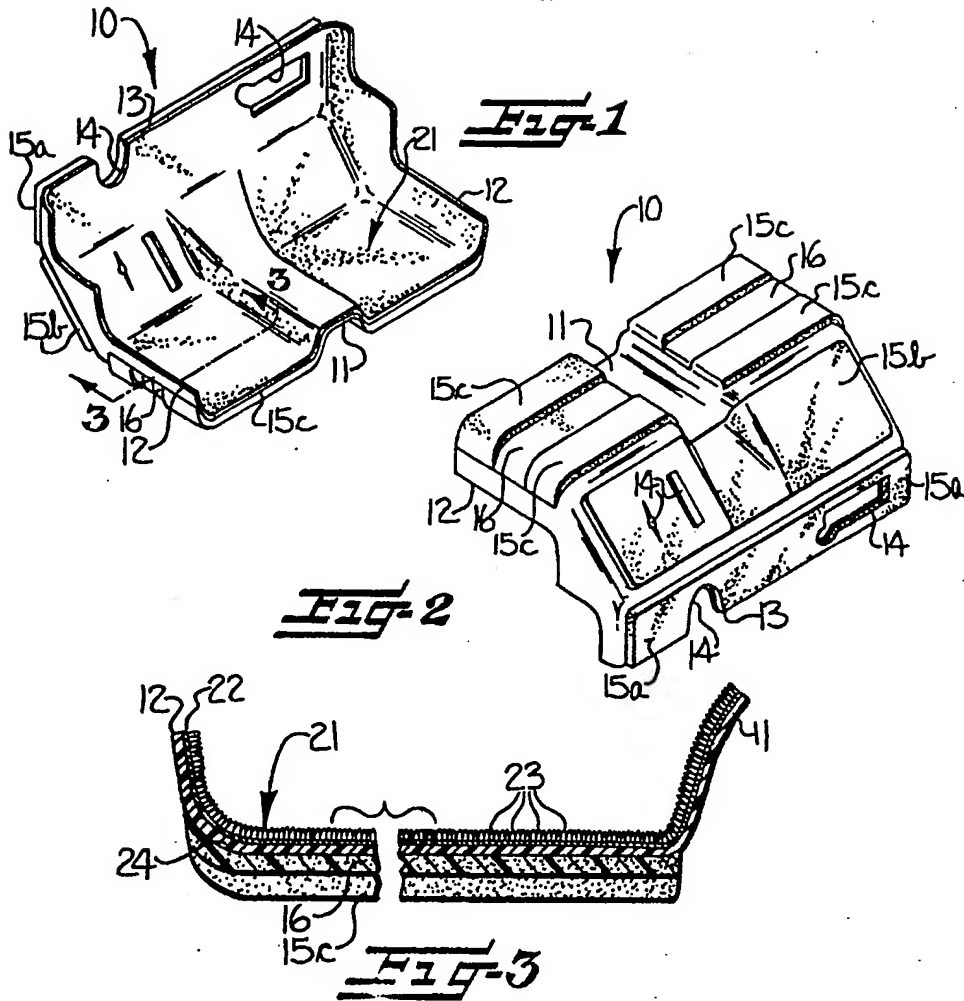
in said confined space to form a pad (15a,b,c) therein fusibly bonded to the thermoplastic layer (24).

11. A method according to Claim 9 or Claim 10 wherein the foamable polymer composition is a polyurethane.

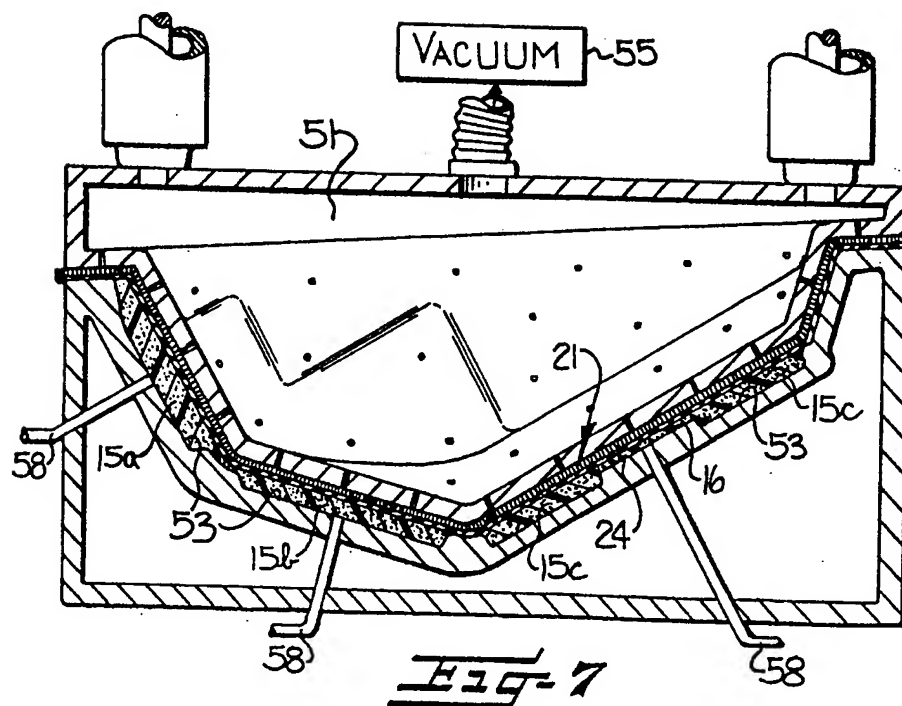
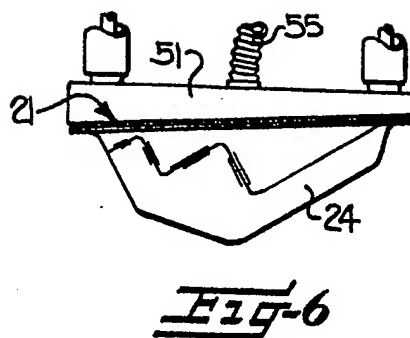
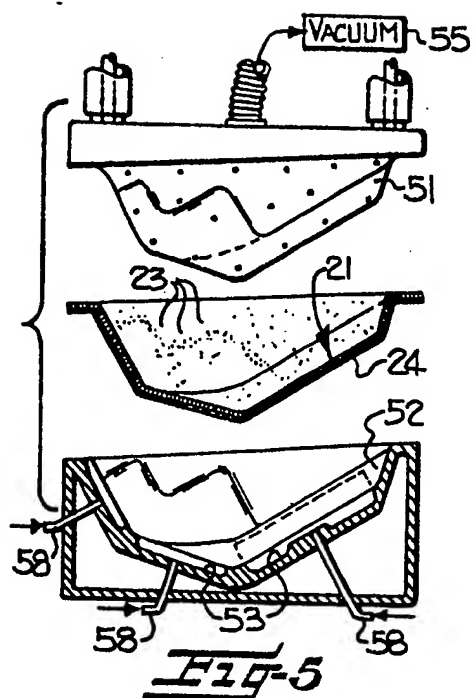
5 12. A method according to any one of Claims 9 to 11 wherein the heated carpet is moulded into a predetermined nonplanar three dimensional conoured configuration within a first mould (51), removed from said first mould (51) and placed in a second mould (52) having a three dimensional
10 contour corresponding substantially to that of the moulded three dimensional carpet (10) and including cavities (53) in preselected areas defining said confined spaces introducing into said cavities (53) a foamable polymer composition and foaming said polymer composition so as to
15 form in situ on the back of the moulded carpet said foam pads (15a,b,c), and removing the thus formed foam-backed carpet assembly from said second mould (52).

13. A method according to Claim 12 in which at least two
20 different foamable polymer compositions are introduced into said cavities (53) so as to produce foam pads (15a,b,c) of differing physical characteristics.

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Trim component with acoustic damping backing - has uniform thickness carpet surface, with different local backing thicknesses

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Application number: DE19904038025 19901129
Priority number(s): DE19904038025 19901129

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Abstract of DE4038025

Trim item, partic. a floor covering for a vehicle, has a covering, e.g. carpet, and acoustic damping backing. The backing is moulded with different local thicknesses and is rigidly attached to the covering. The backing is made of PUR, EPDM and/or EVA and/or bitumen and can contain recycled material. USE/ADVANTAGE - The thickness variations required for optimum acoustic damping are incorporated in the heavy backing with a uniform thickness carpet cover.

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Prüfungsantrag gem. § 44 PatG ist gestellt

54 Verfahren zur Herstellung eines Auskleidungsteils und Auskleidungsteil

57 Bei einem Verfahren zur Herstellung eines Auskleidungsteils, insbesondere für ein Kraftfahrzeug, wird an einer Deckschicht aus einem Deckteil, beispielsweise Teppich, rückseitig eine akustisch wirksame Schwerschicht angebracht. Um die Gestaltung der Schwerschicht einfach anpaßbar zu machen, wird sie als Schwerschichtmasse in einem Formwerkzeug an das Deckteil angegossen oder angespritzt. Die Schwerschichtmasse wird in unterschiedlichen Bereichen des Deckteils in nach den örtlich unterschiedlichen akustischen Erfordernissen unterschiedliche Dicken bzw. Flächengewichten angegossen oder angespritzt. Danach wird die Schwerschichtmasse formstabil.

DE 40 38 025 A 1

Family list

1 family member for:

DE4038025

Derived from 1 application.

- 1 Trim component with acoustic damping backing - has uniform thickness carpet surface, with different local backing thicknesses**
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